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| CLASSIFICATION CONFIDENTIAL CONFIDENTIAL | | 25X1A |
| COUNTRY <u>Soviet Zone of Germany</u> | REPORT NO. <u>[REDACTED]</u> | |
| TOPIC <u>Schoenwalde Airfield</u> | | |
| 25X1X | 25X1A | |
| EVALUATION <u>[REDACTED]</u> | PLACE OBTAINED <u>[REDACTED]</u> | 25X1A |
| DATE OF CONTENT <u>[REDACTED]</u> | 25X1A | |
| DATE OBTAINED <u>[REDACTED]</u> | DATE PREPARED <u>22 September 1950</u> | |
| REFERENCES <u>[REDACTED]</u> | 25X1A | |
| PAGES <u>2</u> | ENCLOSURES (NO. & TYPE) <u>[REDACTED]</u> | |
| REMARKS <u>RETURN TO CIA LIBRARY</u> | | |

SOURCE
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- There has been no change in the occupation of Schoenwalde airfield since 10 August 1950. The field is still occupied by single-engine low-wing monoplanes, two types of twin-engine planes with double rudder assemblies and some biplanes. (1)
Description of the twin-engine planes:
 - Semi-high-wing monoplanes, lower half of nose of plexiglass, step on the fuselage just aft the wings and another on the underside of the fuselage near the tail wheel. The cockpit extends slightly beyond leading edge of wing, looking more angular than that of the low-wing monoplane. An antenna rod connected with both sides of the rudder assembly is fitted on the roof of the cockpit. The engines are suspended. Engine rumps not as long as those of the other low-wing monoplane described below. The elevator assembly rests on the fuselage, retractable tail wheel, four-section landing flaps. (2)
 - Low-wing monoplane. The arched cockpit on fuselage projects slightly beyond leading edge of wing, antenna rod mounted in the same way as on semi-high-wing monoplane, retractable landing gear. (3)
- From 8 a.m. to 3 p.m. on 16 August 1950 there was flying with 8 to 10 twin-engine planes. The individual planes took off at intervals of about 15 minutes and left toward the southwest, returning after 45 minutes, flying at altitudes of from 1,000 to 2,000 meters. One of the planes was towing an air sleeve which was dropped over the field. After the planes landed they were parked west of the runway. Some of them had blue propeller hubs, others red. All of the planes had only one cockpit. Their rudder assembly was marked with a red-white-red stripe and white numbers were painted on the fuselage. (4) Numbers 3, 7 and 9 were seen on low-wing monoplanes and 1 and 5 on semi-high-wing monoplanes. About four aircraft with double rudder assemblies and covered with tarpaulins were in front of the hangar.
- A radio truck was standing in a meadow about 300 meters from the southern end of the runway. It had a red antenna about 4 meters long.

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4. About five twin-engine planes with double rudder assemblies flew from 9 to 11 p.m. at night on 17 August 1950 in cloudy weather. Individual biplanes were also in the air. All the planes switched on their position lights and flew at an altitude of 600 to 800 meters. Each of the twin-engine planes, when flying along the southern edge of the field, intermittently operated a strong searchlight mounted in the middle of the left wing. The revolving searchlight in Stankon was also in operation.

Field Comment.

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- (1) The observations of 10 August were previously reported. See [REDACTED]. The field is still occupied by a ground attack and a reconnaissance regiment. 25X1A
- (2) TU-2 from the description.
- (3) PE-2 according to the description. The presence of these two aircraft types is confirmed. See [REDACTED]. 25X1A
- (4) These markings were previously reported. See [REDACTED]. The different squadrons have the propeller hubs of their planes marked by different colors. The rudder assembly is marked the same for the entire regiment. 25X1A

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